Hongkong Telegraph.

No. 3930 — THURSDAY, DECEMBER 13, 1894. — THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "

A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 17th May, 1894. [563

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [20

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP .....£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [210

Insurances.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.
Hongkong, 5th April, 1894. [431

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333-33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1893. [640

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 28th May, 1894. [1180

Intimations.

POSTPONEMENT.

VICTORIA RECREATION CLUB.

OWING to the death of Mr. H. HOPPIUS the REGATTA has been POSTPONED until TO-MORROW and SATURDAY, the 14th and 15th instant.

E. D. SANDERS,
Hon. Secretary.
Hongkong, 13th December, 1894. [1297

VICTORIA RECREATION CLUB.

VICTORIA REGATTA.

TO-MORROW AND SATURDAY,
14TH AND 15TH DECEMBER.

A GRAND STAND and ENCLOSURE have been erected on the Praya Reclamation, from which a good View of the Regatta may be obtained.

Admission by Ticket only. Ladies cordially invited.

Tickets $1 each, obtained either from the CLUB STEWARD or at the Gate.

The Ladies Prize will be presented on the First Day, immediately after the race.

Other Prizes after the last race, Second Day.

E. D. SANDERS,
Hon. Secretary.
Hongkong, 13th December, 1894. [1286

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at NOON TO-MORROW and SATURDAY, the 14th and 15th instant respectively:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
A. C. MARSHALL,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.
EMILE MAYER,
Manager.
Hongkong, 13th December, 1894. [1280

THE HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held at the CITY HALL on THURSDAY, the 20th day of December, 1894, at NOON.

All those who take any interest in the work of the Society, whether Members or not, are cordially invited to attend.

F. H. MASTER,
Hon. Secretary.
Hongkong, 6th December, 1894. [1270

THE PHARMACY.

"TANSAN"
"TANSAN"
"TANSAN"

THE NEW JAPANESE TABLE WATER.

Recommended by leading Medical Men in Hongkong and China.

Analytical report by ARTHUR HILL HASSALL, M.D., and EDWIG GODWIN CLAYTON, F.I.C., F.C.S., London, shows that it contains 8 per cent. more Iron Carbonate than any water from similar Seas.

"TANSAN" "TANSAN" "TANSAN"

Sole Agents for Hongkong and South China.

FLETCHER & Co.,
The Pharmacy,
25, Queen's Road Central.
Hongkong, 10th November, 1894. [28

"DERMATOL,"

MANUFACTURED by FARBWERKE, HOCHST a/M.; its effect is stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Compagnie.

Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all Made of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1894. [493

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR:—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
BELL'S SPECIAL ENGINE AND CYLINDER OILS.
PURE FRESH WATER SUPPLIED

LANE, CRAWFORD & Co.

Hongkong, 16th July, 1894 — TELEPHONE No. 97. [1195

CENTRAL HOTEL,
SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—
"CENTRAL,
SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.
730

KELLY & WALSH, LD.

HAVE JUST RECEIVED FROM
MR. J. SALTER AND MESSRS. SLAZENGER,
A NEW STOCK OF THEIR FAMOUS MAKES OF

TENNIS BATS,

IN A VARIETY OF WEIGHTS AND SHAPES.

KELLY & WALSH, LIMITED.
Hongkong, 22nd November, 1894. [6

W. BREWER.

LETTERS on Whist by W. M. Deane, late of Hongkong.
Sir Edwin Arnold's "Wandering Words."
When we were Strolling Players in the East, by Louise Jordan Miln.
Podmore—Apparitions & Thought Transference.
Peck—The Constellations and how to find them.
Brown's Nautical Almanack, 1895.
Blotting Pad Diaries, 1895.
Letts' Diaries, 1895.
Smith's & Chas. Letts' Diaries, 1895.
All the Christmas Musical Nos.—Dance, Comic, Minstrel.

PHILLIPS' Map of the China War.
Large Scale Map of North China.
Wasber's Map of North East China.
Royal Warrants, 1894.
Magic Lanterns in great variety; capital amusement for Children.
A Fine Collection of Mechanical and other Toys.
New Stock of Black Gut Tennis Bats.
Fine Leather Goods.
Photographic Materials.
Autographic Christmas Cards for local use.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 3rd December, 1894. [675

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN" A. B. C. Code. | TELEPHONE, No. 38.

BOARD AND LODGING
FROM $5.00 PER DAY.
HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

R. TUCKER,
Manager.

HOTEL CHAMBERS.

BOARD AND LODGING
FROM $60 PER MONTH.

ROOMS TO LET on 2ND and 3RD FLOORS, FURNISHED or UNFURNISHED.

Apply to
R. TUCKER,
Manager,
or
R. LYALL,
Secretary.
Hongkong, 21st September, 1894. [1095

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.
Hongkong, 19th June, 1894. [793

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCHES, CHRONOMETERS & CLOCKMAKERS.
A great variety in Fancy Goods and Optical Instruments. Repairing attended to by Every Mail.
18, QUEEN'S ROAD CENTRAL,
Opposite the Hongkong Club.
[765

Intimations.

ITALIAN CONVENT,
CAINE ROAD, HONGKONG.

AN extensive Sale of USEFUL ARTICLES for LADIES, GENTLEMEN and CHILDREN will take place in the CONVENT TO-DAY, the 13th and TO-MORROW, the 14th instant, and on the 15th the Prizes to Purchasers of Tickets will be drawn.

The Lady Superioress respectfully solicits the kind patronage and support of Residents for the benefit of the ORPHAN CHILDREN.

Holders of Tickets will oblige by returning the Counterfoils AT ONCE.

Italian Convent, Caine Road,
Hongkong, 13th December, 1894. [1283

WRECK OF S. S. "BELLONA."

NOTICE is hereby given that arrangements have been made for the conduct of SALVAGE OPERATIONS at the wreck of S. S. "BELLONA" lying on NORTH REEF, PARACELS.

All unauthorized persons are hereby warned against approaching the wreck or in any way attempting to carry out any Salvage Operations or remove anything therefrom or interfere with or obstruct those persons who have been authorized to conduct the Salvage Operations.

SIEMSSEN & Co.,
Agents
FOR OWNERS S. S. "BELLONA."
Hongkong, 12th December, 1894. [1296

For Sale.

FOR SALE.

135 FATHOMS of NEW STUD LINK CHAIN CABLE of 1 9-16ths. inches diameter, with LLOYD'S TEST. The whole or part of it.

Apply to
GEO. P. LAMMERT,
Auctioneer,
Duddell Street.
Hongkong, 19th November, 1894. [1202

FOR SALE.

A FINE COLLECTION OF SPANISH WINES IN CASKS AND BOTTLES.

LIGHT-DRY SHERRIES—Amontillado and Manzanilla at prices varying from $6.50 to $60 per case of 12 Bottles, and $35.00 per quarter cask.

FINE OLD PORT WINE
in quarter casks at $45.00.

SPANISH "VINO TINTO" (Red Wine)
in Bottles at $4.50 per dozen or in quarter casks at $25.00.

VILLA LOPEZ & Co.,
22, Stanley Street, Hongkong.
Hongkong, 23rd November, 1894. [1225

TRADE SUPPLY HIGHEST HONOUR VIRTUS

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
13, Queen's Road,
Hongkong, 24th August, 1894. [907

J. DENIS, HENRY MOUNIÉ & CO.

COGNAC.

ESTABLISHED 1838.

TRADE MARK. ENTERED AT STATIONERS' HALL. MOUNIÉ & Co COGNAC

BRANDY
OF
EXCEPTIONAL PURITY
AND
EXCELLENCE.

Proprietors of large Vineyards and Distilleries.

Apply to:—PIERRE MARTY, Esq., Hongkong.
M. OPPENHEIMER & Co., Paris, Agents.

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 30th January, 1894. [96

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 15th instant, at 4.30 for 5 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th December, 1894. [1276

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 19th instant, at 5 for 5.30 p.m. precisely. Visiting Knights are cordially invited to attend.

Hongkong, 12th December, 1894. [1295

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship
"THALES,"
Captain H. Bathurst, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th December, 1894. [1290

"UNION" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship
"OBERON,"
Captain Grate, will be despatched for the above Ports on SATURDAY, the 15th instant.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1894. [1266

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain G. Wallusching, will leave for the above places on or about MONDAY, the 17th instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 12th December, 1894. [1292

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above Ports on MONDAY, the 24th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th December, 1894. [1294

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship
"SIERRA MIRANDA,"
McMaster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 4th December, 1894. [1260

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.
Hongkong, 11th December, 1894. [8

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1894. [1088

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

HAVE JUST RECEIVED A CONSIGNMENT OF

ILFORD DRY PLATES,

¼, ½, 1/1, 10/8, 12/10,

and are offering the same at popular prices.

SENSITIZED ALBUMENIZED PAPER,

½ pl. in tins.

CHEAP AND RELIABLE.

DAKIN, CRUICKSHANK & Co., LD.,
VICTORIA DISPENSARY,
HONGKONG.

Hongkong, 13th October, 1894. [3

THE HONGKONG DISPENSARY

Has received by the S.S. *Sydney* and from other sources the Very Latest Novelties in

CHRISTMAS CARDS AND NEW YEAR CARDS.

Comprising:—

JAPANESE and ENGLISH CARDS, hand-painted and of Artistic Designs; JAPANESE VIEWS, VIEWS of HONGKONG and TYPES of NATIVE CHARACTER,

ALSO,

FURTHER SUPPLIES

Ex S.S. Bombay and *Canton* of

WHOLESOME CONFECTIONERY

AND

DELICIOUS SWEETS.

These Shipments include:—

CADBURY'S SPECIAL CREMES,
PATE D'APRICOTS, JORDAN ALMONDS,
CARAMELS, PRALINES,
CHOCOLATE, OYSTERS,
DESSERT CHOCOLATE,
BUTTER SCOTCH, ALMOND ROCK,
EVERTON TOFFEE, ASSORTED TOFFEE
FRY'S CHOCOLATES,
MIXED BONBONS, [illegible]
TANGERINE, B'HS'BURTS,
ORANGE PASTE, ROLLS,
&c., &c., &c.

together with

FANCY BOXES,

which are very suitable for Seasonable Presents for LADIES and CHILDREN.

AND

FRENCH CONFECTIONERY

AND

CONCERVES,

from the very best Parisian Houses including:—

FRUIT JELLIES, PARISIENS,
CRYSTALLISED APRICOTS CHERRIES,
REENGAGES, &c.,

in large Assortment.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

Hongkong, 17th November, 1894. [5

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 13, 1894.

TELEGRAMS.

THE CHINA-JAPAN WAR.

LONDON, December 12th.

News from Yokohama states that the Japanese troops have taken Kaimimatao, in Manchuria, by assault.

The Second Army Corps is advancing unopposed to Fuchow, and maintaining communication with the First Army Corps, which is also advancing.

THE DEATH OF M. DE LESSEPS.

The Suez Canal Company defrays the funeral expenses of M. de Lesseps, who will be accorded military honours

LATE TELEGRAMS.

LONDON, November 24th.

The result of the London School Board elections shows that the Progressives have gained six seats, but the Moderates still have a majority of four. The greatest keenness has been displayed throughout the election, the Church party making a great effort to obtain a good majority.

NEW YORK, November 24th.

The issue of fifty million dollars of 5 per cent. bonds for replenishing the gold in the Treasury has been covered four times.

At a meeting of shipowners held at Glasgow it was decided to make a large reduction in the rates of freight to India to meet the competition of the Manchester Ship Canal.

LONDON, November 28th.

The Japanese reserves have arrived at Port Arthur, and Count Oyama, with a large force, has left for Shan-ha'-kuan. After the capture of that place, he will advance upon Pekin, as any attack upon Wei-hai-wei is considered to be useless.

PARIS, November 28th.

The Queen of Madagascar has issued a proclamation exhorting her subjects to offer every resistance to the French invasion. The proclamation has been received by the Malagasy with enthusiasm.

LONDON, November 29th.

The Japanese army operating from Hiroshima have defeated the Chinese near Pia-tien-ling. The Japanese lost forty killed and wounded, but the Chinese loss is very considerable.

Mr. Cecil Rhodes has obtained for the Chartered South Africa Company the direct administration of all territory north of the Zambesi, except Nyassaland.

It is reported that the Mikado is desirous of the Crown Prince marrying a European Princess, and the Japanese Ambassadors to the European Courts have been instructed accordingly.

FOOCHOW RACES.

WINTER MEETING, 1894.

Stewards:—Messrs. H. Baker, Wm. Graham, Hy Edgar, R. W. Mansfield, Thos. Gittins, J. C. Oswald, and A. W. Walkinshaw.

THIRD DAY.—THURSDAY, 13TH DECEMBER, 1894.

The LEDGER CUP presented; value $100; for all China ponies; weights as per scale; winners at this meeting 10lbs. extra; entrance $5. Once round and a distance.

Mr. Ramsay's b. Congo 11st 1lb..... 1
Mr. Trehau's gr. Bonbon, 10st 12lb..... 2
Mr. Devasdust's ch. Dandy, 10st 9lb..... 3

Time 1 min. 3-4.5 secs.

The CHAASE CUP, value $100, with $15 to the Second pony; for all China Ponies *bona fide* griffins at the date of entry; weights as per scale; winners 7lbs. extra, of 2 or more races 10lbs. extra; entrance $5. One mile and a half.

General Topilgin's wh. Snowdrop, 11st 4lb... 1
Mr H Edgar's wh. Macaroon, 11st 7lb..... 2
Mr. Clipper's ch. Chipper, 11st 7lb..... 3

Time, 3 min. 34 secs.

The LADIES PURSE, presented; for all China Ponies; weights as per scale; griffins at date of entry allowed 7 lbs.; winners at this meeting 7 lbs. extra; riders who have never won a race allowed 7lbs.; entrance $5. Once round.

Mr. Devasdust's gr. Hard Times, 11st 8lb (incl. 7lb. ex)..... 1
Mr. Eshe's gr. Kinder, 10st 9lb..... 2
Messrs. Rouge & Noir's d. Yarra, 10 t 12lb 3

Time, 1 min. 22 secs.

LOCAL AND GENERAL.

THE English mail had not been delivered when we went to press.

In consequence of the death of Mr. F. Hoppius, the meeting of the "Odd Volumes" convened for this evening has been postponed *sine die*.

WE shall deal with the Chamber of Commerce's latest attempt to impose on the Government and make fools of the community in our next issue.

TWO Chinese astronomers, says *Pearson's Weekly*, have been put to death by the Emperor Kwang-su for getting drunk on the night when an eclipse was due. Very like a camel!

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, to-morrow, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Sikh* arrived at Yokohama to-day and will leave for this port on the 15th inst.

THE adjourned extraordinary general meeting of shareholders in the Shameen Hotel Co., Ld., which was called for this afternoon, will be held on Thursday next, the 20th instant, at 4.30 p.m., at the office of the Company in Bank Buildings.

THERE can be little doubt that fully half the sickness to which the Chinese appear to be heirs, to in fearfully overcrowding this colony, is due rather to their unhealthy surroundings than climatic or hereditary conditions. More of this anon.

"THE children" on Finance:—

Levi, jun. (horrified)—"But fader, why did you take von pound nineteen and eleven pence halfpenny ven his account vas two pounds?"

Levi, senior—"Hush, my son, don'd you see? I safe a halfpenny py der receipt stamp."

THE Rangoon Times says that the Madras Government is likely to receive a well-merited slap in the face when the renowned "kissing case" comes to be discussed in the House of Commons. There is a probability of Dr. Smith's being reinstated—as he ought to be.

A TELEGRAM has been received in Singapore from Raub, dated Dec. 3rd, which says:—The rough clean-up of the battery yielded 950 oz. of amalgam, the estimated quantity of stone crushed being 460 tons. The battery is only working twelve hours a day on account of bad weather.

PARIS is said to be the cleanest city in the world. Every morning 2,000 male and 600 female scavengers, divided into 149 brigades, turn out to perform the toilet of the capital. The men work from 4 o'clock in the morning to 4 o'clock in the evening, less two hours off for meals, or ten hours a day. The women are engaged in the morning only.

THERE is one delightful anecdote touching the King of Ava's reply to the request of an American missionary for leave to try to make converts among his Majesty's subjects. The King told Dr. Price that he granted his request and that he might preach his religion, but whenever his subjects were converted by it he should cut off their heads and send them at once into the paradise of which the Doctor had told them.

REFERRING to the paragraph inserted in our issue of the 5th inst., we are informed by the manager of the Bank of China, Japan and the Straits, Ltd., that he has received a further telegram from his Head Office in London advising that at the meeting which took place on the 12th inst., the resolution put to the shareholders was duly carried. The confirmatory meeting has been fixed for the 26th inst.

THERE are 25,000 persons engaged upon editorial work on daily and weekly papers in the United States.

A SARCASTIC correspondent says that the principal reason why the Sanitary Board has hitherto proved an utter abortion, and a source rather of danger than a protection to the health of the community—is because there has never been a life insurance agent amongst the 'chosen seven.'

Bank Clerk—This cheque, madam, isn't filled in.

Mrs. Spendalix—Isn't what?

Bank Clerk—It has your husband's name signed to it, but does not state how much money you want.

Mrs. S.—Oh, is that all? Well, I'll take all there is.

AN American newspaper correspondent who lately arrived at Montevideo overland from Rio de Janeiro, having passed through the entire intervening country, reports that he saw on the way the bodies of fourteen men who had been buried alive in a standing position by order of the Brazilian commanders, but with their heads exposed, and who had perished either from starvation or from the attacks of vultures, which had eaten out their eyes and picked the skulls bare of flesh.

THE general meeting of creditors of Mr. Smith Alliston, wine merchant and commission agent, of Stanley Street and Queen's Road Central, was held in the office of Mr. C. F. A. Sangster, Official Receiver, this morning. The debtor and his solicitor, Mr C. D. Wilkinson, were present, but none of the creditors put in an appearance. Some unimportant discussion took place, and then the general meeting was adjourned *sine die* pending the completion of the public examination of the debtor.

A NEW method of coaling big vessels has been successfully carried out in America. On the wharf is a machine working on the same plan as a colossal see-saw. A truck is run on one end, this end is raised, and the truck slides down to the other end, and its contents are tipped into the bunkers. Trucks containing 50 tons of coal were dealt with, and a vessel of 3,000 tons was loaded in about eight hours—a decided improvement on the present style, in which it takes ten or twelve men shovelling in buckets about four days to do the same work.

DON Scipione Borghese, Prince of Salmona, is about to restore the fortunes of his house by marrying the Duchess of Galliera, who brings him a fortune of $6,000,000. The Borghese family was ruined a few years ago by undertaking to put up new buildings in Rome on too large a scale, and was only prevented by the interference of the Government from selling the art treasures in the Villa Borghese and the Borghese Gallery. The most famous of these is Canova's statue of Pauline Bonaparte, Napoleon's sister, who married into the family.

HARMSTON' CIRCUS still finds favour with the multitude, hair-raising scenes in the China-Japan war depicted nightly in the arena drawing large numbers of Chinese who dearly love to see the "Tommies" knock the hated and despised Wo Jens into a cocked-hat. To-night all the best acts in this first-class Company's extensive repertoire will be given before the tragic part of the business commences, and for to-morrow an elaborate programme, including a most interesting jumping contest by local amateur horsemen, will be gone through on the occasion of the benefit of Mrs. W. B. Harmston, who should be accorded a bumper house and very hearty reception by the public of Hongkong.

As stated in our issue of the 11th instant would be the case, vigorous efforts are being made to save the three hapless boys who were recently charged at the Police Court for an alleged assault upon the Chinese Customs officers who committed what amounted to an act of piracy in British waters on the 9th ultimo (when they seized a Chinese junk in Quarry Bay on the plea that she was a salt smuggler) and Mr. H. L. Dennys, who has been retained by a number of residents who are of opinion that the unfortunate youths now held for rendition are innocent and that the action of the Customs' officers was a gross and wholly unwarranted outrage, has made an application to the Supreme Court for the writ of *habeas corpus* which Mr. Wodehouse, in committing the defendants to gaol pending their consignment to the tender mercies of the Chinese authorities, said could be applied for within fifteen days.

THE truth about the "heroic assault on the heights of Port Arthur and the desperate resistance of the Chinese" is gradually coming to the surface. An eye-witness of the whole affair, the war "special" of the *Kokkai Shimbun* to wit, in his detailed report of the fall of that important fortress, states positively—"the Chinese fled during the night, so that in the morning of the 22nd not one of the enemy could be found, and over twenty forts fell into the hands of the Japanese in a single day. * * * The spoils are in the shape of two steam launches, a sailing vessel, a Chinese junk, a dredger in the harbour, and an iron vessel half built. There are as well several hundred iron rails, 30 fish torpedoes, and over 60 cannon, besides an innumerable number of rifles." It will be remembered that the first reports of the spoils were to the effect that 10,000 tons of steel rails, 15,000 tons of coal and a Chinese warship had fallen into the hands of the Japs.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. E. J. Ackroyd, Acting Chief Justice.)

December 13th.

LEE KING & CO. *versus* CARLOWITZ & CO.

A very lengthy judgment in this charter-party case, which has been dragging its weary length through the law Courts for months past, and in which Mr. E. Robinson, instructed by Messrs. Johnson, Stokes and Master, appeared for the defendants and Mr. J. J. Francis, Q.C., instructed by Mr. V. H. Deacon, was for the Chinese plaintiffs, was delivered by the Acting Chief Justice this morning, the gist of the statement of claim and his lordship's decision being as follows:—

The plaintiffs claim a sum of $3,740.87 due under a charter-party dated 19th December, 1893, for freight on a cargo of coal *ex* steamship *Isar* from Moji to Hongkong. It was decreed by the Supreme Court on the 3rd August, 1894, that the sum claimed be paid to the defendants with costs, the plaintiffs admitting a breach of the charter-party in question, and the case was then referred to the Registrar of the Court to inquire what damage, if any, had been sustained by the defendants. The Registrar allowed $1,849.90. The Registrar disallowed $1,571 of the amount claimed, and the defendants in this suit (Messrs. Carlowitz & Co.) thereupon [illegible] to the Supreme Court [illegible] the sum of $1,571 [illegible] should have been delivered both in January, but which, by mutual consent of the charter-party, did not arrive in Hongkong [illegible]

To-day his lordship decided that the Registrar's report should be referred back to him to ascertain what loss the defendants (Carlowitz & Co.) sustained through the non-arrival of the *Isar* on due date, the calculation to be based on the loss on the market value, if any, between the date when the *Isar* should have arrived and her actual arrival in the port of Hongkong.

FINANCE COMMITTEE.

As stated in our last issue, a meeting of the Finance Committee was held immediately after the Governor had adjourned the Council until Monday, the 17th instant. Mr. J. H. Stewart Lockhart presided, and all the members were present. The proceedings, especially in respect to the manner in which the Military Contribution was juggled through, as usual by the Official Phalanx, were of considerable importance to the ratepayers generally.

THE MILITARY EXTORTION.

The amount asked for under the head of Military Expenditure was $396,000.

Mr. C. P. Chater—I should like to have a little information on this subject. I think the matter was brought before the Council about this time last year by the hon. member opposite (Mr. J. J. Keswick) and afterwards by myself, and I think it was then suggested the Governor should write and submit to the Secretary of State a reconsideration of the amount of the Military Contribution. The amount was increased from £20,000 to £40,000, and owing to the depreciation of exchange the amount in dollars has steadily grown; and now I see another increase of $64,000 for 1895. I should like to know what has been done in the matter. I think we were informed that his Excellency had written a despatch on the subject, but I do not recollect having heard of any answer being received, or at any rate given to us. That being the case, unless we are assured the matter is having the consideration of the Secretary of State, I for one am not prepared to vote this sum.

The Chairman—His Excellency has, I know, made more than one representation to the Secretary of State on this subject, but no definite decision has yet been received. Whenever a definite decision is received I feel certain his Excellency will communicate it to the Council.

Mr. C. P. Chater—Under those circumstances I beg to move as an amendment to the Bill that this vote be not passed.

Mr. J. J. Keswick seconded.

A division was taken, when there voted for the amendment, Messrs. A. McConachie, E. R. Belilios, Ho Kai, J. J. Keswick, and C. P. Chater (5). Against—The Harbour Master, the Director of Public Works, the Colonial Treasurer, the Attorney-General, and the Chairman (5).

The Chairman—I give my casting vote against the amendment.

Dr. Ho Kai—I think it has been decided before that the Chairman of the Finance Committee has not a casting vote.

The Chairman—I think a former Chairman on a previous occasion accepted the position that he had not a casting vote. I believe that I have a casting vote, and I have voted against the amendment. I am as much entitled to give my opinion on the subject as a previous Chairman. I may be wrong or he may be wrong. At any rate I give my casting vote against the amendment.

Mr. C. P. Chater—For future guidance I think it would be well to decide definitely whether the Chairman has or has not a casting vote. As you say, a former Chairman decided that he had not and now as you decide that you have. I think for the sake of uniformity, it should be placed on record whether the Chairman has or has not a casting vote.

The Chairman—I quite agree with you that it would be better to have a definite ruling on the point, but as no definite ruling has been given, I cannot see my way to accept the ruling of a previous Chairman. I think under the circumstances you will feel I am fully justified.

Mr. C. P. Chater—The amendment having been lost by the casting vote of the Chairman, I would request you to bring the matter to the notice of his Excellency the Governor and suggest that it would be well once more to represent to the Secretary of State that although this item is passed, it is passed only by the official majority, and only with the casting vote of the Chairman, and that as far as the unofficials are concerned they are anxiously awaiting a readjustment of this matter.

The Chairman—When bringing up the report of the Finance Committee I will make a point of informing his Excellency of what has taken place, and you might do so yourself. It will be placed on record, and of course you will have an opportunity of again expressing your views when the Bill comes up for second reading or when the Council goes into Committee upon it.

A POST OFFICE SCANDAL.

The Chairman announced that the Governor had recommended the Council to vote the sum of $940.05 to cover a deficiency in the accounts of the late postal agent at Ningpo, who had died leaving a deficiency in his accounts, which it was desirable should be made good. He was glad to be able to state, though, that a letter had been received from Mr. Playfair, the British Consul at Ningpo, who was taking steps on behalf of the Hongkong Government and who hoped that nearly the whole, of if not the full, the amount due would be recovered.

Dr. Ho Kai—Is not a Postal Agent secured?

The Chairman—I understand they are not secured in any way.

Dr. Ho Kai—But surely if they have large sums of money passing through their hands they ought to have some security; otherwise, what would prevent a repetition of this?

Mr. C. P. Chater—Are no steps being taken to prevent a recurrence of such deficiencies?

The Chairman—The question of the postal agents at the treaty ports is now under the consideration of the Government, and when it has been decided I will inform you what steps have been taken. In the meantime I ask you to pass this vote.

The Colonial Treasurer seconded and the vote was passed *nem. con.*

THE APPROPRIATION BILL, 1895.

The Chairman—I propose in accordance with the precedents of former years to take each item of the Bill in succession, and if any hon. member has any question to ask or desires any information I will be very glad to supply it.

THE P. W. D.

The vote under the head of Public Works Department was increased by $1,200, the amount of salary of a clerk which had been accidentally omitted. The salary of the correspondence clerk was formerly $2,400, but a vacancy having occurred, it was proposed to fill it at a salary of $1,200.

Agreed.

TYTAM WATERWORKS.

Mr. Belilios moved that the sum of $104,000 set down for the extension of Tytam reservoir be altered to $60,000.

Agreed.

NEW POLICE QUARTERS.

A vote of $17,000 was passed to cover the cost of erecting sergeants' and constables' quarters on the valuable ground that has so long published tenant at the junction of Arbuthnot and Hollywood Roads and Pottinger Street.

THE "CHANCELLOR" EXPLAINS.

Mr. Mitchell Innes—It should be publicly stated, I think, that the appropriations in aid of the different departments have been deducted from expenditure this year. It is a new way of stating it. We are asking for a sum which we have the intention to exceed. Of course we shall have to expend the gross amount. I only wish to avoid any misunderstanding.

There were no other alterations to the Appropriation Bill (1895) and it was recommended in its amended form, after which the Committee adjourned *sine die*.

HINTS ON MAGNETISM AND ELECTRIC LIGHTING.

A marine engineer, whose practical experience is probably unsurpassed by any of his colleagues in the Far East, has handed to us for publication the following interesting comments, which are apposite to the subject-matter of the paper read by Mr. Bridger at the Marine Engineers' Institute on Tuesday, and of which a full report will be found in another column:—

On principle I object to the single wire system of electric lighting on board ship, as it tends to make the deviation of the compasses much greater and more irregular than they otherwise would be.

During my early studies of iron ship-building with Peak, Grantham, Murray and others, I found that a ship's hull during construction received and retained a certain amount of the earth's magnetism which was induced by the hammering at and rivetting together of the plates forming the hull, and thus it became a huge magnet of considerable intensity. I found the lines of magnetic attraction permeating the hull did not invariably operate in a straight line, or in a line with the keel. Very often they were curved and ran in various directions induced, principally, by the direction (magnetic) in which the ship's head, or lines, bore during construction, and these sub-permanent magnetic lines of force, or attraction, are principally the cause of many errors of the compass, namely, the semicircular error, felt most when a ship is on a due North, East, South or West course, and partially modified by fixing a permanent magnet on the deck, in line with the keel and in an opposite polarity with that of the ship herself, and a sufficient distance from the compass to make its presence felt to the extent of correcting the ship's compass sufficiently to set the "standard" true magnetic when swinging a ship to adjust her compasses.

Another error of a ship afloat is noticeable when the earth's magnetism induces magnetism in the softest particles of iron or steel and produces the quadrantal error. This is chiefly observable when a vessel is on a N.E., S.E., S.W. or N.W. course. This error is, however, modified by magnets placed athwart ship till the closest possible correction is arrived at.

The "heeling error" is due to the rolling and pitching of a ship, which has been considerably reduced by the new compass made by Mr. Moore, of Dublin, which is said to be superior in this respect to Sir William Thomson's celebrated patent compass, and on scientific principles Mr. Moore can no doubt claim special advantages for his invention. The "heeling error" is modified by placing magnets vertically underneath the compass.

Errors of the compass are also due to carrying cargoes of machinery, steel, iron, and cable, boilers on deck, and even by a large iron band on the end of a boom, as stated by Lecky in his "Wrinkles in Navigation." It may be here stated, too, that there are numerous other contributary causes, such as passing headlands, which happen to possess more or less magnetic attraction. Local influences on an iron ship in the vicinity of the "swinging" necessitate the handing of a "Correction Card" to the master by the official adjuster. And it is well known, of course, that the navigator of the present day has to constantly study and allow for continual variations or declinations, which vary all over the globe.

Electric lighting causes errors, especially when a ship is fitted on the single-wire system.

I will now give some details of my experience with electric lighting on board ship: The first steamer fitted on the single-wire system was a despatch vessel for the Queensland Government, the *Lucinda*, built by Messrs. William Denny and Brothers, of Dumbarton, early in 1885. Before leaving with the ship I called Mr. Archibald Denny's attention to the objections I had to the single-wire system, but he did not think at that time that the system was bad; subsequent observations, however, proved it to be far from satisfactory. I mentioned my ideas to the Captain (Wilson) and Mr. Hadson, chief officer of the vessel, and I found afterwards the latter gentleman communicated his observations to the *Nautical Magazine*, and may be found in the December number of that journal for the year 1885. I have, I may add, a testimonial before me from the Secretary of the Government of Queensland, which he furnished me with after the *Lucinda* had been duly delivered in Australia. It is dated June 3rd, 1885. The next paper on the subject was published in May, 1889, and was written by Sir William Thomson, his theme being security against disturbance of ships' compasses by electric lighting appliances *Vide* Proc. Inst. E. E., vol. XVIII.

Professor Jamieson found a deviation of nine degrees in a ship's steering compass about the same date, in 1889, and was compelled to duplicate the wires in the immediate neighbourhood of the compass to rectify it.

In volume LXXIX. of the above mentioned Society's publication, interesting matter will be found regarding the objectionable single-wire system. There is no doubt a saving in the initial cost of the single-wire system, but there are the disadvantages of increased resistance by corrosion at every negative contact with the ship's side, or 'beam' from the dampness which all iron structures accumulate, which is well known, and, if the negative pole of the dynamo is 'earthed' to the ship's side, there is always a certain amount of electrolytic action going on (which is pretty generally known) with all connections of dissimilar metals, and it is generally admitted that a saving is gained in avoiding all continually increasing resistance and a free use of copper in having the leads large, which, of course, means a low resistance, which competent men always recommend should be used with the best of insulated wire when setting up any installation on board ship.

FOOTBALL.

WHITE *v.* RED.

The second practice match of the season was played at Happy Valley yesterday afternoon. The kick off was *not* at 4.30. Teasing very hard and play was very uneven all round. Mackay, of the White Brigade, kicked two goals in the first half, both being the result of good back work by good play. The Red forwards [illegible] beaten, and but for the plucky play of [illegible] and Kew and the [illegible] of their goal keeper, the game would have [illegible] of goals. Sides were [illegible] when they appeared on [illegible] Maitland and Reid had no opportunity of [illegible] of his well-judged run. Mr. Wild, Dixon and Cameron, had enough to do to keep [illegible] way of the misplaced rushing of their own men. The Whites, with Mackay in the centre, Millward and Anton on either hand, and Maitland behind him, had a combination quite beyond the efforts of the Reds. After half-time, Cameron for the Reds, opposed Mackay, and the game assumed quite another phase. Machell played far out and effectively, and Davis and Carell in grand style. Dipple, outclassed from the first, met with a nasty twist and retired. Sweeting filled the gap and kept the ball up to the front. Some hot scrimmages followed in front of Whites' goal, the best resulting from a long and well-placed kick by Davis. A knot of the Whites then brought the ball clear away down the left side, leaving the Reds nowhere, but we reassembled and deprived of their 'sure thing' by Machell. Corners followed after a few minutes play, and then Deacon made some resolute bids at goal, but found Maitland quite equal to the occasion. The game ended with Whites 2 goals, Reds *nil*.

The Club could do with a lot of games of this kind with much benefit to the bulk of the members. Several men were running round who either had not played before or were altogether careless as to how they acted. One youth evinced a tendency to haul back the Red men by their sashes and displayed a phenomenal knack of shoving with both hands. Another ran aimlessly over the field, getting in a kick at times, but oftener against his own side than in its favour. Red and White had a curious knack of colliding with men of their own side. "Taking the man" may be an accomplishment of high value, but only if you happen to take the right one. Anyway take him gently if you *must* take from your own side! Once the Club gets this misplaced zeal under control, the team will be marked by real 'go' and stay, for the management leaves little to be desired.

Tents and refreshments are regular features now, the goals are netted, and the ground marked clearly. Little interest seems, however, to be taken in football by the community, and ladies are conspicuous by their absence. These points are, however, to be attended to by the "Odd Volumes" shortly, and that learned body will doubtless give us *mehr licht* on the subject.

MARINE ENGINEERS IN SESSION.

THE COMPETITION FOR THE "GILLIES" GOLD MEDAL.

At a meeting of members of the Institution of Engineers and Shipbuilders of Hongkong on Tuesday night, Mr. H. B. Bridger read a very interesting paper on "Ship Lighting by Electricity and its management." Mr. R. Cooke, Assistant Manager of the Hongkong and Whampoa Dock Company, presided, and there were also present Messrs. W. Ramsay, W. Wilson, W. H. Wickham (Manager, Hongkong Electric Light Company), Andrew Johnston, Captain A. Tillet Mr. A. Murphy, and many other members of both branches of the Merchant Service.

Mr. Bridger, introduced by the Chairman, was loudly applauded as he stepped forward to read his paper; he said he would endeavour to lay before the audience in as practical a manner as possible the best ways and means of lighting a ship by electricity and the best way to manage the plant. He hoped that at all events, whatever the defects of his paper, his contribution to literature on the subject would be of some use to marine engineers in charge of electric light installations on board ship.

Continuing, the writer said—The first thing when wiring a ship is to decide the position of your lights; secondly, the best and safest way to run your mains or supply leads; and thirdly, the best position in the ship to place your dynamo. When you have decided the positions of your lights, one of the chief objects is to determine the size of your wires, and that you will find a rule for in any electrical text book. After having worked out the sizes of your lead, you have to find the neatest and best way of casing them; in cabins they are generally laid under the moulding that runs along the top of the bulkhead, or in saloons in the panelling of the ceiling.

Some engineers say that wood casings should never be used, because the wood is very liable to to get damp, after which the current chars it and eventually sets it on fire. Their idea is to use lead-covered wire, but you cannot very well run this in cabins or saloons; it is more for stoke-hole, engine-room or deck lights; the casing, if put in by a man who thoroughly understands his work, will never give any trouble; work is very often done in a very slovenly manner by people who have put in a very low estimate to get the contract, necessarily they have had to use a very inferior article and have slung the wires up a yhow or anywhere, and this is done by men who are not Electrical engineers or the merest approach to one. Electricity is the safest way of lighting a ship, but it can be done in such a manner that will make it the most dangerous. Always take care when running wire that it shall not be in any way exposed so that water can get to it. If it is the double wire system, each wire should be kept separate from the other and not run in the same groove of the casing; if single, it should be well insulated from the iron work of the ship. One of the advantages of the single wire system is that it only uses a little more than half the wire the double requires, and I think if properly installed it is the best and cheapest way of wiring. Every light or fitting for light should have a fuse attached to cut off the current in case of short circuit, that is if the two poles are touching before going through the lamp; in double wire system always use double pole cut out and in single a cut out on the positive lead. It is always best to put here and there sectional switches or fuses, because a fault can then be easily found by taking them out one by one till you come to the faulty section, when it is very easy to locate it.

Ships ought to be wired in sections, and not one large wire to carry the whole of the lights. The circuits generally are—main deck, comprising starboard and port alley-ways; starboard and port cabins, saloon, &c.; also another to carry one or two lights, for alley-ways and bath-rooms, as at eleven or twelve o'clock a lot of the lights are shut off, and it is best to regulate them all from the engine-room; other decks, if any, the same. Never bunch a lot of wires together, as it is sure to cause a short circuit sooner or other. Never go down the hold of a ship if dynamo is in engine room, which is generally the case; come up inside with mains; if running to forecastle keep the wire up as close to top deck as possible.

For insulating, the joint should be well cleaned with benzine, the outside serving of twine cut back for two inches, the rubber scraped of all adhering substances, such as resin, that has been used for soldering, or tape that might have been left on from old cover; then taper the rubber both sides, take some pure rubber-tape and bind round, first starting on the tapered part of cover and continuing longer five times, till it is the same size or a little larger than the old insulation; put between each layer a little rubber solution, and let dry before putting on another layer; cover all finish with two layers of white-cotton tape and then varnish; when covering a branch, lay cover as at T, not lay them side by side. Deck and stoke-hold lights are often a source of trouble; the wires for these should be led in as substantial a fashion as possible; if any lights are placed beyond bulkheads, the wires

if possible, should be led round inside; never depend on a wood block to screw a fitting to; the fitting itself should be made watertight and should have a piece of pipe screwed into the back plate, which is put through the bulkhead the same way as you would come up through a deck, only keeping the wood block as an ornament. Wires for stoke-hole lights should not be run in wood casing; a very good way is wire on porcelain insulators, as these can always be wiped dry after washing down. Another way is to run good armoured lead-covered wire, but I think the best way is to run the wires in piping, each light having a separate pipe; these are all run to a cast-iron junction box which has inside two bars of brass, insulated from the box itself, and having fuses and terminal screws. If the double system is used the mains are brought through two separate pipes and joined to the end of the brass bars. If the single system, one main need only go through, the other can be fastened to the box itself which is earthed, that is connected to the side of the ship.

The wires for mast-head lights are generally put on a pipe which runs up alongside the mast, but sometimes they are run inside the iron mast, which is not a good way, as the ship when rolling swings the wires from one side to the other, gradually wearing the insulation off. I think the best way is to have your lantern attached to a length of flexible cable and hauled up in the old fashioned way, because, if anything gets out of order, it can be replaced very easily in a minute or two; or if you have a spare lantern or cable, a new one put up. The lantern itself is very easily made watertight. Wires for side lights are brought along under the bridge, if they are there, and if in forecastle head through the deck. Connections for large lights should be placed at the different holds and under shelter, as it is very easy to have a yard or two more wire on the cables.

The double wire system is preferred by a great many people, and a great many like the single; I am in favour of the single system myself. The generality of ships are wired this way, and I have seen many where it has not given the least trouble. Wires when running near a compass should be kept as close together as possible. Mains carrying a large current should be kept well away from the compass. (loud applause)

An interesting discussion followed, Mr. Murphy, chief engineer of the *Empress of Japan*, taking exception to the writer's opinions as to the utility of the single system for stoke-hole purposes and strongly advocating the double-wire system in use on the "Empresses"

Captain Tillett said that when in command of the "Orient" liner *Cusco* he found the single system caused a deviation of eight to nine degrees in the compasses of that vessel. Subsequently he commanded the *Lusitania* where, strange to say, the wires did not noticeably affect his compasses. An inquiry was held into the peculiarity mentioned on board the *Cusco*, the engineer who fitted the installation on board being present. The result of the inquiry was that his (the speaker's) report on the deviation and that of a subsequent commander were fully confirmed. The dual system had been adopted on board the "Empresses" with very satisfactory results.

Mr. W. H. Wickham said that trouble was often occasioned on board ship by too small a "governor" or driving drum being in use, or oil getting on the belt and thereby causing it to slip. But he didn't say, as he might have done, that if a machine is a compound wound one it is self regulating and it does not therefore specially affect any one part, no matter how many circuits are switched off at one time.

The Chairman moved a vote of thanks to Mr. Bridger for his interesting paper and stated that Mr. D. Gillies, the President, would have occupied the chair but for his indifferent health, but he hoped that he would soon be restored to his wonted health and strength.

A vote of thanks to Mr. Cooke for presiding, which was carried by acclamation, brought the proceedings to a close.

Mr. Bridger's paper is, we understand, one of a series which will be read during the 1894-95 session, and for the most meritorious of which Mr. D. Gillies has, by way of encouragement, offered a handsome gold medal.

THE WAR IN THE NORTH.

The native papers of Shanghai and the southern ports unanimously declare for "war to the knife," owing to the recent telegrams from Japan stating the proposed terms of peace.

By a decree of the 4th instant, Prince Kung has had his powers increased by being further made a member of the Imperial Grand or Supreme Council of State. Upon restoration to favour, last October, Kung was made High Commissioner of the Peking Field Force; Co-President of the Admiralty, with Prince Ch'ing; Co-Director of War Operations, to assist the Emperor; and Co-President, with Prince Ch'ing, of the Tsungli Yamên.

According to a native report, Chang Taotai, the late Director of the Peiyang Board of Ordnance at Tientsin, whose retention of a Japanese spy in his department caused his resignation, has been ordered by the Throne to present himself forthwith at Peking, for an investigation into his case by the Board of Punishments. Chang Taotai is a son of the Viceroy Li's sister and the brother of one of the North China Railway Directors at Tientsin. He left Tientsin almost immediately upon the receipt of the news of the death of his father, evidently incited to do so by the alarming confessions of his treacherous clerk. He arrived at Nanking in September, but disappeared when the two district *chehsiens* of Nanking presented themselves last week at his house with the request that he would accompany them to one of the *yamêns* preparatory to an enforced journey up North again. The excuse given by the people of the house was that Chang Taotai had gone to the ancestral house in Anhui and so warrants have been issued to bring him back to Nanking.

A VISIT TO THE WOOSUNG FORTS.

Owing to the excitement at the Woosung forts on account of the receipt of news from Nanking warning the officers at Woosung and Shanghai to be prepared to receive a Japanese attack, a representative of this paper, says the *N. C. Daily News* of the 7th inst., went down to Woosung yesterday to see what preparations were being made to obey the orders of the Nanking Viceroy and the central Government at Peking. He found that the General hitherto in supreme command there—Ta'ao Tê-ch'ing—had just been promoted to the Brigadier-Generalship of Langshan, on the Yangtze, by an Imperial decree of last week, and that the command of the forts and garrison had been given to Generals Pan and Mub, the subordinate officers of General Ta'ao. These two Generals now command three battalions each, while the battalions expected to reinforce the former will, most probably, be under a separate command also. At the North and South forts, eleven large guns, 15 to 21 cent. calibre, sixteen machine guns and twenty-two 6-pounder quick-firing guns have been added since last August to their offensive and defensive powers; but, unless the reinforcements alluded to above include gunners and artillerists also, the present garrison of 2,400 men will have all they can do to work at the guns now in the forts. Upon being questioned as to how far the big guns could reach with their shells, the officers at the forts said that they could reach Tsungming Island easily. Every one seemed anxious to fight, declaring "that the Nan-ang land forces would make the Peiyangs ashamed of themselves:" but many apparently said so "for effect," the general idea being that Woosung was safe enough, and that it would be the last place the Japanese would attack considering the commercial importance of Shanghai. At any rate, in spite of this, the Viceroy Chang's orders seem to be faithfully obeyed, and every preparation is being made to give the Japanese "a welcome" when the time comes.

When the forts were entered yesterday the place was busy and quite lively. On two parade grounds there were men going through battalion drill (foreign style), and there were to be seen squads of men practising "resisting an assault;" while again on the walls facing the entrance of the river and far away to seawards, could be seen gunners practising loading and aiming with the big guns; but without actually firing. Flags were waving and signals were being made from the forts with some native gunboats in the torpedo channel to the north, this side of Tsungming Island, and apparently some attempts were being made either to lay more torpedoes in the North Channel or to fish others up for the purpose of testing.

In conversation with some of the officers, it was learned that Admiral Kuo Pao-ch'ang, the commander of the Nanyang squadron, had been relieved of his post by the Viceroy Chang and ordered to stay at Nanking until further orders, and that the Taotai Tiêng Kuang-chia, the Chief of the Liangkiang Military Secretariat, had also been "shelved." These two officers, one military and the other civil, were the most trusted by the Viceroy Liu K'un-yi, who has been heard to declare that "upon the energy and skill of these two depended the safety of the Woosung forts and the Yangtsze defences," and doubtless labouring under this idea Admiral Kuo and Tiêng Taotai had been left by the Viceroy Liu K'un-yi without being ordered to accompany him up North. As to the "shelving" of Tiêng Taotai, it was stated that upon the new Viceroy's arrival at Nanking from Wuchang, Tiêng, as a matter of course, reported himself to his new chief. The Viceroy Chang questioned him as to the strength, number of battalions, and guns at the Woosung forts, all of which were accurately answered by the Military Secretary; but he hesitated and finally broke down upon being asked how far the largest guns could carry. This settled Tiêng's fate; and it must be remembered that he was most strongly recommended to the new Viceroy by Liu K'un-yi, as was also Admiral Kuo, noted above. The general idea was that Chang Chih-tung was doing his best to drive away all the Hunanese generals and taotais from his Viceroyalty by cold treatment, and place southerners, especially Cantonese, and Chihli men in their places. If so, he must seem to be working in the same boat with the Viceroy Li Hung-chang, the difference being in the case of the latter that Anhui men, that is to say his fellow provincials, are preferred to those from other provinces.

NINGPO.

(FROM OUR OWN CORRESPONDENT.)

NINGPO, December 6th.

Continued effort has at last prevailed over the opposition of the Mandarinate-in-charge, and the steamers are now out of their uncomfortable and sometimes dangerous anchorage and are able to come into quiet and safe places. Why should they not come up to their old moorings? This, we fear is too much to ask, as the authorities here are said to be more anti-foreign than we are accustomed to have them. There has not been any disposition to secure the goodwill of the foreigner.

The Taotai pledged himself to secure the Japanese Buddhist priest from harm. Your columns have given evidence of how far that pledge was redeemed.

The war has not touched us here, save in so far as it has caused depression in some lines of business. The people have got indifferent to war news; you may hear in circulation all the rumours of Japanese defeat, of the terror inspired from the five swords bought by the Emperor. The Chinese newspapers will bring a further supply of the same kind, so the native gossip-mongers will be kept in supply.

The crops have been fairly good, so there has not been much pressure yet in the hope of a war tax. Fears are entertained that near the close of the year troubles will be added to those which exist in the neighbourhood, from piracy, etc.—*N. C. Daily News.*

LUHO.

(*From our Correspondent.*)

IGNORANCE OF THE MULTITUDE.

This communication hails from Luho, an interior city in Kiangsu province, being situated some twenty-eight miles north-east of Nanking. I arrived here drenched with rain after an interesting ride on horseback from Pukoe, and found the people tolerably quiet. There is a great deal of talk about the war and dense ignorance with regard to the geography of the country. I was passing through a busy town called Ko-tan-tsih only yesterday, and asked an innkeeper if any young men had enlisted in the army from their borders; he replied that hundreds had left them for the seat of war. I asked him if he knew what country it was that had dared to be warring against China, and he sort of dreamily replied that it was a (foreign country) somewhere near England; he didn't know exactly how to place it.

REBELLION UNLIKELY.

I was interested to note that all over the country in this region the custom of *tuan lein* is being rigidly observed. It is both necessary and wise that this custom should be kept up while the country is in such a state of ferment. It appears that one man acts as policeman and guardian for every ten homes, and besides this, additional caution is exercised at the city gates, particularly between dusk and dawn; besides having the young men well drilled (?) in the art of throwing the spear and manipulating other such antediluvian appliances for the purposes alike of self-defence and attack. So that all the able-bodied men may avail themselves of the afforded opportunity to become efficient guardians of their village homes, there are quite a number of arms stored in the temples adjacent to the towns; these temples are quite conspicuous, and the red flags, hoisted on high bamboo masts, figure out the fact that the authorities are doing all in their power to keep down any rising among the people or to suppress any inroads from the marauding bands of dispersed and destitute soldiers who are scattered over the country. I am of the opinion that rebellion would not be as easily provoked as some of your contemporaries have predicted. As a matter of fact there are thousands of interior towns and villages who may never hear of the existing troubles until, some years hence, some itinerating missionary may speak of the war in conversation. It might interest the Japanese to know that the millions of China care as little about their occupying Peking or fortifying Port Arthur against the Chinese as they care about the rottenness of their mandarins and the corrupt system of government by which they are listlessly in bondage.—*Shanghai Mercury.*

NEWS AND GOSSIP.

Copenhagen was made a free port last month.

The French cavalry numbers 150,000 horses.

A very serious epidemic of diphtheria is raging in Tiflis.

Chilli will borrow ten millions from England, if possible.

Eighteen tourists are said to have lost their lives in the Alps this season.

Gold in Argentine in one year has increased in currency value from 320 to 479.

The new Czar of Russia has been kept busy answering telegrams of sympathy.

London charitable societies spend about £10,000,000 a year relieving the poor.

Russia has in it Treasury gold roubles to the number of 646, 281,000, or nearly $500,000,000 in gold.

It is reported that Count Herbrt Bismarck will be made an Ambassador to one of the great Powers.

Of the 26,383 recruits levied for the Bavarian Army in 1893, it is said only six were unable to read and write.

A philologist of high repute is authority for the statement that there are seventy-two languages spoken in Russia.

Canon Knox-Little told the ladies of his English Church Congress that he would never let a daughter of his "ride a bicycle."

There is a noteworthy preponderance of females in Sweden. The latest statistics show 148,000 more females than males.

The suspicion that M. Casimir-Perier is a bit of an autocrat and Royalist at heart is provoking some very bitter attacks upon him.

A well at Rebnick, Germany, has been bored 6 600 feet below the surface. Geologists and others are taking a deep interest in it.

Germany has decided to establish agricultural bureaux in connection with her embassies at several capitals, including Washington.

Queen Victoria's six hours' visit to Manchester last summer to preside at the opening of the ship canal cost that municipality £6,000.

In the European armies suicides are most frequent in Germany and Austria, least frequent in Belgium, Great Britain, Russia and Spain.

The vintage is practically ended in Portugal, and, in the opinion of good judges, it will turn out to be far superior to previous expectations.

Emperor William is again suffering from his ear trouble, and the Imperial family are anxious about the character the ailment seems to be taking.

A fragment of an old Roman calendar, probably of the time of Tiberius, was recently discovered while excavating near the ruins of the Colosseum.

In Australia horses and cattle are now being branded by electricity from storage batteries. The temperature is uniform and the brand safe and artistic.

All the Protestant churches in Prussia were ordered by the Kaiser to celebrate the 400th anniversary of Gustavus Adolphus' birth, on December 9th.

The British Government has just interfered with the free exercise of religion in India by prohibiting the practice of hoodwinking at religious festivals.

The Princess of Wales and the Princesses Victoria and Maud have taken to tricycle riding, which is a favorite amusement with the royal family of Denmark.

Sir Andrew Clark, general physician in the largest London hospital, says that seven out of every ten persons taken to the building owe their ill health to drink.

A "seismonetograph" record at the College of Rome shows that the undulations from the great Japanese earthquake were continued a distance of about 6,000 miles.

Among the 2,804 victims of wild animals in India last year almost one-half were killed by tigers, 300 by leopards, 174 by wolves, 121 by bears, 68 by elephants.

The German Agricultural Union will ask Chancellor von Hohenlohe to raise the duties on American cattle and cereals, and undertake a reform in the sugar taxation.

Russia has more than twice the area of the United States, is nearly twice as populous, and its annual increase by births is 2,000,000 compared with 700,000 in the States.

A prehistoric family of six has been unearthed at Predmost. These are the first human remains of the kind discovered in Central or Northern Europe, and the proportions, especially of one man, are said to be gigantic.

The Leeds tramways were recently taken over by the corporation of that city. As the result of eight months' working the accounts show, after £1,000 has been set aside for the repayment of capital, a deficiency of £404.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. —Sole Agent for Hongkong and the Empire of China:—Chan A Fook, at Watkins & Co., Hongkong.—[*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

12th December, 1894.—At 4 p.m.

STATION.	Barometer reduced to 32 deg. Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	30.04	18	...	NNE	7	b	—
Tokio	.....	...	...	...	...	...	...
Nagasaki	30.07	57	61	NNE	2	c	...
Shanghai	30.24	48	63	NE	3	b	...
Foochow	.....	...	...	...	...	...	...
Amoy	30.14	65	88	NW	1	b	...
Anping	.....	...	...	...	...	...	...
Swatow	30.13	66	...	E	2	b	...
Canton	30.11	68	60	NE	3	c	...
Hongkong	30.11	63	87	E	2	b	...
Victoria Peak	.....	...	...	E	3	...	...
Gap Rock	30.11	...	...	ENE	4	...	...
Macao	30.12	68	63	ESE	1	c	...
Hoihow	30.07	68	...	ENE	3	b	...
Haiphong	30.04	72	61	SE	4	c	...
Bolinao	29.93	72	63	N	2	b	...
Manila	29.96	82	63	E	1	c	...
Cape St. James	30.13	...	...	NE	5	cm	...

13th December, 1894.—At 10 a.m.

STATION.	Barometer reduced to 32 deg. Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	30.16	14	77	NNW	2	c	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	30.21	46	100	S	1	b	...
Foochow	.....	...	...	...	...	...	...
Amoy	30.21	57	81	W	1	c	...
Swatow	30.14	65	...	NE	2	c	...
Canton	.....	...	...	...	...	...	...
Hongkong	30.19	67	69	E	4	c	...
Victoria Peak	.....	...	...	...	...	...	...
Gap Rock	30.17	...	...	ENE	3	...	...
Macao	30.20	71	71	NNE	1	c	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	30.06	67	87	NE	1	c	...
Bolinao	30.01	70	61	SE	3	b	...
Manila	30.12	70	76	W	2	b	...
Cape St. James	30.06	...	...	NE	5	b	...

On the 11th, at 11.0 a.m. Barometer steady. Moderate NE winds with fair weather.

1—barometer reduced to level of the sea in inches, 10 ulbs and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind in two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Cloudy clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *r* Rain, *s* Snow, *t* Storm, *th* Thunder, *v* Visibility, or Dust 10. 7—Rain in inches, tenths and hundredths.

F. G. Fenn, First Assistant.

Hongkong Observatory, 13th December, 1894.

To-day's Advertisements.

HARMSTON'S GRAND CIRCUS.

ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

TO-NIGHT! TO-NIGHT!

IMMENSE SUCCESS! IMMENSE SUCCESS!

OF THE

MILITARY SPECTACLE—

THE CHINA AND JAPAN WAR,

Introducing all the Exciting Scenes of the FALL OF PING-YANG.

Embracing also the HISTORICAL EPISODE 'DYING TO SAVE THE COLOURS.'

To be Preceded each evening by a Selected Circus Programme, EMBRACING ALL THE CHOICE ACTS of our REPERTOIRE.

TO-MORROW EVENING, December 14th,

GRAND COMPLIMENTARY BENEFIT

TENDERED TO

MRS. W. B. HARMSTON.

Great Specialities on this Occasion.

GREAT HIGH JUMPING CONTEST,

GENTLEMEN RIDERS UP,

Circus Horses to be drawn for.

BOX PLAN at KELLY & WALSH'S.

ROBERT LOVE,
Manager.

Hongkong, 13th December, 1894. [1285

HONGKONG VOLUNTEER CORPS.

ORDERS BY ACTING COMMANDANT.

No. 165.—SPECIAL.—Owing to various unforeseen circumstances, it has been found necessary to POSTPONE the CHURCH PARADE arranged for SUNDAY NEXT, to SUNDAY, the 22nd instant.

By Order,

C. G. TAYLOR, Lieut., R.A.,
Adjutant,
Hongkong Volunteer Corps.

Headquarters,
Hongkong 13th December, 1894. [1300

WAR DEPARTMENT CONTRACT.

TENDERS will be received at the HEAD-QUARTER OFFICE, (B) Commissariat Buildings, up to NOON on MONDAY, 24th instant, for the Provision of WATCHMEN ON WAR DEPARTMENT BUILDINGS and PROPERTY from the 1st January, 1895, to the 31st March, 1896.

Tenders must be made on Forms which, together with any further information required, will be supplied on application to the D. A. A. GENERAL, (B) Commissariat Buildings.

The Secretary of State does not bind himself to accept the lowest or any Tender.

Headquarter Office, (B),
Hongkong, 12th December, 1894. [1299

ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 14th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 13th December, 1894. [1298

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARGYLE,"

Captain J. C. Williamson, R.N.R., will be despatched for the above Port on or about THURSDAY, the 20th instant, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 13th December, 1894. [916

Intimations.

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY.)
THE OLDEST STEVEDORE IN MANILA.
STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.

Manila, 5th October, 1895. [1053

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong authorized Supplying FILTERED WATER.

Despatch Guaranteed. Call Pilot "W."

J. W. KEW & Co.,
Fresh Water Contrs.

Hongkong, 19th November, 1894. [899

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

25.—Aberdeen Dock.
40.—Anderson, Capt. G. C., East Point.
24.—Anderson, Capt. G. C., Praya Central.
8.—Arnhold, Karberg & Co.
9.—Bank Hongkong & Shanghai.
84.—Bank Hongkong & Shanghai, Peak Mess.
83.—Bell, Dr., Residence.
66.—Blackhead & Co., Office.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
18.—Butterfield & Swire, Shipping Dept.
36.—Butterfield & Swire, Sugar Office.
36a.—Butterfield & Swire, Refinery, Quarry Bay.
42.—Canadian Pacific Railway Co.
22.—*China Mail* Office.
11.—Club, Hongkong.
10.—Club, Peak.
71.—China Sugar Refinery, Town Office.
72.—China Sugar Refinery, East Point.
87.—Compradore, D. Lapraik & Co., Office.
88.— do. do. Residence.
75.—Compradore, Lauts, Wegener & Co.
78.—Cousins, J., Supt. S. O. & N. P. Co.
12.—*Daily Press* Office.
81.—Dairy Farm Co., Wyndham Street.
67.—Dairy Farm, Pok Foo Lum.
73.—David, A. J., Residence.
60.—David & Co., Office.
20.—Dock Co.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
58.—Electric Co., Hongkong.
32.—Ewens, C., Residence.
74.—Fletcher & Co., Pharmacy.
48.—Gas Co., East Point.
47.—Gas Co., West Point.
31.—Gibb, Livingston & Co.
7.—Godown Co., Kowloon.
81.—Godown Co., Praya Central.
33.—Godown Co., West Point.
44.—Government House.
50.—Harbour Master.
6.—Harrison, W. Stuart, Residence.
2.—Hartigan, Cantile, & Stedman, Drs.
95.—Haskell, D., Residence.
1.—*Hongkong Telegraph* Office.
101.—H., Canton & Macao S-boat Co. Office.
102.— do. do. do. do. Wharf.
28.—Holliday, C. J., Residence.
27.—Holliday, Wise & Co.
13.—Hop Hing Hong.
26.—Hospital, Alice Memorial.
80a.—Hospital, Government Civil.
32.—Hotel, Hongkong, Public Telephone.
35.—Hotel, Mount Austin.
29.—Hotel, Peak.
56.—Hotel, Victoria, Public Telephone.
82.—Ho Tung, Bonham Strand.
77.—Ho Tung, Praya Central.
59.—Ho Tung, Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys & Son, Office.
30.—Joseph, H. H., Residence.
23.—Jordan, Dr., Praya Central.
43.—Jordan, Dr., Residence.
53.—Judd, W., Residence.
64a.—Kennedy, J., Causeway Bay.
64.—Kennedy, J., Horse Repository.
21.—Kerosene Godown.
86.—Kirch, J., Residence.
70.—Kramer, J., Residence.
91.—Lamke & Rogge.
93.—Lamke, J., Residence.
97.—Lane, Crawford & Co.
89.—Layton, B., Queen's Road.
90.— do. Residence.
80.—Lowson, Dr., Residence.
39.—Mackintosh, E., Residence.
98.—Man On Insurance Co.
5.—Nam Woo & Co.
46.—Opium Farm.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
15.—Police Station, Central.
51.—Ray, E. C., Office.
34.—Ray, E. C., Residence.
103.—R. E. Guard Room.
104.—R. E. Mess.
45.—Rope Factory.
4.—Rumsey Comdr., R.N., Residence.
52.—Sailors' Home.
94.—Sassoon, M. S. & Co., Office.
99.—Schellhass & Co.
49.—Shewan & Co.
100.—Sperry Flour Co.
55.—Stedman, Dr., Residence.
61.—Stevens, G. R.
62.—Stevens, G. R., Residence.
14.—Telegraph Companies.
76.—Telegraph Companies' Mess, Peak.
54.—Tram Station, Peak.
93.—Tung Kee & Co.
57.—Wickham, W. H., Residence.
63.—Wo Kee & Co.
16.—Watson & Co.
79.—Yueng Lam Kee.
38.—Yuen Fat Hong, Bonham Strand.

PRIVATE TELEPHONE LINES.

2.—Beveridge, Dr., Morrison Hill.
4.—Jardine, Matheson & Co., East Point.
5.—Meyer & Co.
6.—North China Insurance Co.
1.—Royal Engineers' Mess.

In case of FIRE ring up No. 15.

The Exchange is open day and night.

W. STUART HARRISON,
Manager.

Hongkong, 13th December, 1894. [840

FLOUR.

IF YOU WANT GOOD BREAD USE

AND TAKE NO OTHER.

Hotels.

FUJIYA HOTEL,

MIYANOSHITA,
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
856] Proprietor.

THE ROYAL STAG HOTEL,

(LATE THE STAG HOTEL)
—Established in 1857—
NOS. 148/150, QUEEN'S ROAD CENTRAL.

THIS POPULAR HOTEL has recently been thoroughly renovated and, under new and experienced Management, offers Accommodation at most reasonable rates to BOARDERS and VISITORS, unsurpassed in the Colony.

The BED-ROOMS are Commodious and Comfortably FURNISHED, with HOT, COLD and SHOWER BATHS, and in addition to a WELL APPOINTED BAR, with GRILL-ROOM attached, there are DINING, BILLIARD and SMOKING ROOMS, with every convenience.

The CUISINE is in able and experienced hands, and only the best brands of WINES, SPIRITS and MALT LIQUORS are kept.

For terms, &c., apply to

THE MANAGER,
Royal Stag Hotel.

Hongkong, 3rd November, 1894. [1148

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES,

(FROM NOVEMBER 1ST TO MARCH 31ST).

One person, per day	$2.50 to $ 3.00
One person, per month	$55 to 60.00
Married couple (occupying one room) per day	5.00
Married couple (occupying one room) per month	$100 to 105.00
Married couple (occupying two rooms) per month	$110 to 120.00
Extra Bed-room, per month	20.00

For further particulars, apply to

MANAGER,
New Victoria Hotel.

Hongkong, 16th October, 1894. [933

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [643

THOMAS' GRILL ROOMS,

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Terms:—

Breakfast ...per meal	$0.75	...per Month	$12
Tiffin ..... "	$0.75	"	$20
Dinner ..... "	$1.25	"	$25
Breakfast, Tiffin and Dinner		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 14th June, 1894. [539

To be Let.

TO LET.

DWELLING HOUSES:—
"BANGOUR," MOUNT KELLET—(FURNISHED).
"HIGHCLERE," at MAGAZINE GAP.
"DUNHEVED," ROBINSON ROAD, FURNISHED.
No. 2, CASTLE TERRACE.
A HOUSE in WEST END TERRACE, BONHAM ROAD.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.

GODOWNS:—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 13th December, 1894. [89

TO LET.

GODOWNS in WANCHAI at the back of McGREGOR'S BARRACKS.

OFFICES, FIRST FLOOR, adjoining the Undersigned Offices in Ice House Street suitable for BROKERS and MERCHANTS.

DAVID SASSOON, SONS & Co.

Hongkong, 5th December, 1894. [88

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—104 per cent., prem., sellers.

The National Bank of China, Ld.—on £8.0.0. paid up.—£21, sellers.

The National Bank of China, Ld.—Founders' shares, nominal.

The Bank of China, Japan & the Straits, Ld.—nominal.

The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$127 per share sellers.

China Traders' Insurance Company—$60 per share, sellers.

North China Insurance—Tls. 195 per share, buyers.

Canton Insurance Company, Limited—$143 per share, sellers.

Yangtsze Insurance Association—$77, buyers.

On Tai Insurance Company, Limited—Tls. 15 per share.

The Straits Insurance Co., Ld.—$17 per share, sales and buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$175 per share sellers.

China Fire Insurance Company—$72 per share, sales and buyers.

The Straits Fire Insurance Co., Ld., $7 per share, buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$24 per share, buyers.

China and Manila Steam Ship Company—$66, sellers.

Indo-China Steam Navigation Company, Limited—$39, sellers.

Douglas Steamship Company—$50 buyers.

China Mutual Shippers Co., Ld.—(Preference)—£6 per share, nominal.

China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$140 per share, sellers.

Luzon Sugar Refining Company, Limited—$48, sellers.

MINING.

Punjom Mining Co.—(Ordinary)—$58 per share, sellers.

Punjom Mining Co.—(Preference)—$1.50 per share, sellers.

The Raub Gold Mining Co., Limited—$5 per share, sellers.

The New Balmoral Gold Mining Co., Limited—$1.60 per share, buyers.

Société Française des Charbonnages du Tonkin—£70 per share, buyers.

The Telebu Mining and Trading Co., Limited—$4.50, buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—79 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—$17 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$36 per share, sellers.

Wanchai Warehouse Co., Ld.—$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—$9 per share, buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures $501.

The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—$10 per share, sellers.

The Hongkong Land Investment Co., Limited—$52, buyers.

The West Point Buildings Co., Limited—$18 per share, sellers.

Humphreys' Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$9.75, buyers.

Dakin, Cruickshank & Co., Limited—$1 per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$4 per share, sellers.

H. G. Brown & Co., Limited—$3 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—$118 per share, buyers.

Hongkong Gas Company—$125 per share, buyers.

Hongkong Ice Company—$79 per share, buyers.

Hongkong and China Bakery Company, Limited—$40 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$3 per share, sellers.

The Green Island Cement Co.—$4.75, sellers.

The Hongkong Electric Light Co., Limited—$4, buyers.

The Hongkong High-Level Tramway Co., Limited—$70, buyers.

Campbell, Moore & Co., Ld.—$2 per share.

EXCHANGE.

ON LONDON—Bank, T. T. 2/0½
Bank Bills, on demand 2/0⅞
Bank Bills, at 4 months' sight .. 2/0¾
Credits at 4 months' sight 2/1
Documentary Bills, at 4 months' sight 2/1⅛

ON PARIS—
Bank Bills, on demand 2.56
Credits, at 4 months' sight 2.62

ON INDIA:—
T. T. 188¾
On Demand 189

ON SHANGHAI—
Bank, T. T. 74¼
Private, 30 days' sight 75
Sovereigns (Bank's buying rate) .. 69.55
Silver (per oz.) 27⅞

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.
Mr. J. G. Buckle.
Mr. H. C. Burrows.
Mr. J. A. E. Chaudet.
Miss Coe.
Capt. von Corbach.
Mr. H. Crombie.
Mr. R. P. Dipple.
Mr. J. P. Dowling.
Mr. D. Farquharson.
Mr. W. S. Harrison.
Mr. Geo. Holmes.
Mrs. G. Holmes.
Mr. J. E. Macrae.
Mr. Morton Jones.
Mr. Medhurst.
Major and Mrs. Moore.
Rev. and Mrs. North.
Mr. J. L. Prosser.
Mr. J. Rankin.
Mr. Sandilands.
Mr. and Mrs. Sansom.
Mr. F. H. Slaghek.
Mr. & Mrs. A. Findlay-Smith and family.
Mr. A. G. Stokes.
Rev. and Mrs. Vallings.
Mrs. H. Wilson.

VISITORS AT THE HONGKONG HOTEL.

Mr. & Mrs. Aldean and 2 children.
Mr. Aldean.
Rev. S. A. Baylee, M.A.
Mr. & Mrs. Ed. Beeton.
Mr. W. Blaynay.
Mr. H. W. Bray.
Captain Brequevelle.
Lieut. Bouvennean.
Mr. W. H. Campbell.
Capt. and Mrs. Combe and child.
Mr. E. Delbanco.
Mr. R. H. Douglas.
Miss N. Drum.
Mr. W. A. Duff.
Mr. C. N. Edison.
Mr. & Mrs. G. Eldred.
Mr. and Mrs. Fairhurst.
Mr. G. Fenwick.
Dr. J. Frederick.
Dr. D. Galvao.
Mr. A. Getley.
Mr. F. Gonsales.
Miss M. A. Greene.
Mr. J. Hansen.
Mr. A. Harper.
Mrs. W. B. Harmston and child.
Mr. & Mrs. G. Harmston.
Mr. Frank Harmston.
Mr. C. H. S. Harris.
Mrs. Hodgins.
Major J. O. Hutchinson.
Mr. J. Kinghorn.
Mr. J. Kirkwood.
Lieut. E. Kretzschmar.
Mr. R. Love.
Mr. R. Lyall.
Mr. Hugh MacCallum.
Mr. and Mrs. May.
Mr. J. McWilliams.
Mr. F. Meyer.
Mr. A. M'Ewan.
Mr. T. Mitchell.
Mr. & Mrs. C. J. Moore.
Mr. J. de Navarro.
Mr. J. W. Osmond.
Mr. W. Parfitt.
Miss M. D. Patterson.
Mr. J. Radamelle.
Mr. W. Robinson.
Mr. C. Rombach.
Mr. & Mrs. C. Seymour.
Mr. F. E. Shean.
Mrs. A. Smith.
Mr. F. Stewart.
Mr. John Stewart.
Mr. P. Sürhaus.
Mr. W. Tarn.
Mr. H. A. S. Thompson.
Mr. F. H. Warburton.
Mr. and Mrs. Whiley.
Miss M. Whiley.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Peninsular*, with the outward English and French mails, left Singapore on the 8th instant, and may be expected here on the 13th.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yarra* left Saigon on the 12th instant at 4 p.m. and may be expected here on the 15th.

THE GERMAN MAIL.

The Norddeutscher Lloyd Co.'s steamer *Gera*, with the outward German mail, left Colombo on the 9th instant, and may be expected here on the 21st.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki on the 24th ultimo.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki, on the 4th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Silk* left Tacoma for Japan and Hongkong on the 23rd ultimo.

THE INDIAN MAIL.

The steamer *Arratoon Apcar*, from Calcutta, left Singapore on the afternoon of the 12th instant, and may be expected here on the 18th.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Formosa* from London on the 28th ultimo, left Bombay on the 25th ultimo, and may be expected here to-morrow.

The 'Union' line steamer *Oberon*, from Hamburg, left Singapore on the 5th instant, and may be expected here to-morrow.

The China Mutual Co.'s steamer *Keemun*, from Hamburg, left Singapore on the 6th instant, and may be expected here to-morrow.

The 'Ben' line steamer *Benlarig*, from Antwerp and London, left Singapore on the 9th instant, and may be expected here on the 16th.

The N. G. I. steamer *Bermuda* left Bombay on the 8th instant, and may be expected here on the 28th.

The P. & O. S. N. Co.'s steamer *Ceylon* left London for this port on the 26th ultimo.

Shipping.

ARRIVALS.

PEKIN, British steamer, 118, Mahon, 13th Dec.,—Amoy 11th December, General.—Chinese.

KEEMUN, British steamer, 1,985, G. Grathan, 13th December,—Liverpool 30th Nov., Penang 3rd Dec., and Singapore 6th, General.—Arnold Karberg & Co.

BENLAWER, British steamer, 1,484, A. Webster, 13th Dec.—Moji 8th December, Coal.—Gibb, Livingston & Co.

ELDORADO, British steamer, 892, F. A. Purkis, 12th Dec.,—Tientsin 5th October, and Chefoo 7th, General.—Jardine, Matheson & Co.

PETER JEBSEN, Norwegian steamer, 1,089, Hansen, 13th Dec.,—Cardiff 21st October, Coal.—Order.

SOPHIE, German steamer, 2,034, H. Andersen, 13th Dec.,—Moji 8th Dec., Coal.—Arnold Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Thales, British steamer, for Swatow, &c.
Fokien, British steamer, for Kobe.
Frejr, Danish steamer, for Hoihow, &c.
Riversdale, British steamer, for Moji.
Tatsang, British steamer, for Swatow, &c.
Peter Jebsen, Norwegian steamer, for Chefoo.
Hongkong, French steamer, for Hoihow, &c.
Lydershorn, Norwegian steamer, for Nagasaki, &c.

DEPARTURES.

December 12, *Caledonien*, French str., for Europe.
December 12, *Devawongse*, British str., for Bangkok.
December 12, *Changsha*, British str., for Shanghai.
December 12, *Moldavo*, British str., for Kintang.
December 12, *Taku*, British str., for Kintang.
December 12, *Amy Turner*, bk., for Baltimore.
December 13, *Tatsang*, British str., for Swatow &c.
December 13, *Riversdale*, British str., for Moji.

PASSENGERS—ARRIVED.

Per *Keemun* from Penang, &c.—520 Chinese.
Per *Eldorado*, from Tientsin &c.—Dr Young, and 10 Chinese.

REPORTS.

The British steamship *Benlawer* reports that she left Moji on the 8th instant, and had strong north-east to north-west winds to about 50 miles north of Turnabout; thence to port had light north-east winds and fine weather.

The British steamship *Eldorado* reports that she left Tientsin on the 5th, and Chefoo on the 7th instant, and had fresh to strong north and north-west winds to Ocksen Island; thence to port had moderate north-east monsoon.

The British steamship *Keemun* reports that she left Liverpool on October 30th, Penang on the 3rd instant, and Singapore on the 6th, and experienced strong monsoon and adverse currents across the Indian Ocean. From Singapore to port had strong monsoon with heavy sea. Passed the ship *Allan Tower* on the 9th instant, at noon, in lat. 10 deg. north, and long. 111 deg. east.

Post Office.

A MAIL WILL CLOSE—

For Shanghai, Kobe, and Yokohama.—Per *Keemun* to-morrow, the 14th instant, at 8.30 A.M.

For Hoihow and Haiphong.—Per *Hongkong* to-morrow, the 14th instant, at 9.30 A.M.

For Bangkok.—Per *Machew* to-morrow, the 14th instant, at 9.30 A.M.

For Macao.—Per *Heungshan* to-morrow, the 14th instant, at 1.30 P.M.

For Canton.—Per *Fatshan* to-morrow, the 14th instant, at 5 P.M.

For Kudat and Sandakan.—Per *Mamnon*, on Saturday, the 15th instant, at 3.30 P.M.

For Amoy and Manila.—Per *SungMang* on Saturday, the 15th instant, at 3.30 P.M.

For Yokohama and Kobe.—Per *Chingtu* on Saturday, the 15th instant, at 3.30 P.M.

For Saigon.—Per *Doner* on Saturday, the 15th instant, at 4.30 P.M.

For Shanghai.—Per *Peiyang* on Monday, the 17th instant, at 4.30 P.M.

For Singapore, Penang, and Calcutta.—Per *Wingsang* on Tuesday, the 18th instant, at 11.30 A.M.

For Macao, Amoy, Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Belgic* on Tuesday, the 18th instant, at 5 P.M.

For Europe, India, &c., *via* Bombay.—Per *Siam* on Thursday, the 20th instant, at 11 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona* on Friday, the 21st instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

BELGIC, British steamer, 4,211, Wm. H. Walker, 11th Dec.,—San Francisco 15th Nov., Yokohama 5th Dec., and Nagasaki 8th, Mails and General.—O. & O. S. S. Co.

CANTON, British steamer, 2,044, A. G. Cubitt 12th Dec.,—Foochow 10th Dec., General.—Jardine, Matheson & Co.

CHINGTU, British steamer, 1,459, R. Innes, 27th Nov.,—Sydney, and Thursday Island 8th Nov., Coals and General.—Butterfield & Swire.

CHUNSHAN, British steamer, 1,281, Stovell, 30th November,—Bangkok 23rd Nov., Rice.—Bradley & Co.

CONTINENTAL, Dutch steamer, 672, C. Schall, 20th Nov.,—Manila 27th Nov., General.—Cheat Ho & Co.

DEVAWONGSE, British str., 1,057, J. S. Reid, 6th December,—Bangkok 28th November, Rice.—Yuen Fat Hong.

DONAR, German steamer, 1,015, B. Grundmann, 16th November,—Saigon 9th Nov., Rice.—Lauts, Wegener & Co.

EMPRESS OF JAPAN, British steamer, 5,904, Geo. A. Lee, Lieut. R.N.R., 3rd Dec.,—Vancouver 12th Nov., Yokohama 26th, Nagasaki 30th, and Shanghai 1st Dec., Mails and General.—C. P. Railway and Steamship Co.

FAME, British steamer, 117, Captain Stopani.—Hongkong and Whampoa Dock Co.'s tug.

FOKIEN, British steamer, 509, W. J. Davis, 11th Dec.,—Tamsui 8th Dec., and Amoy 10th, General.—D. Lapraik & Co.

FREJR, Danish steamer, 397, C. L. Strand, 12th Dec.,—Pakhoi 9th Dec., and Hoihow 11th, General.—Arnhold, Karberg & Co.

HANOI, French steamer, 739, T. V. Chodsko, 7th December,—Haiphong 4th Dec., and Hoihow 6th, Rice and General.—A. R. Marty.

HONGKONG, French steamer, 739, C. Bastran, 11th December,—Haiphong 8th Dec., and Hoihow 10th, General.—A. R. Marty.

LOO SOK, British steamer, 1,020, J. B. Jackson, 9th December,—Bangkok 29th Nov., and 1st Dec., General.—Yuen Fat Hong.

LOYAL, Dutch steamer, 1,205, Schall, 9th Dec.,—Cardiff 27th September, Coals.—Wieler & Co.

LYDERHORN, Norwegian steamer, 2,114, B. Hammerius, 9th Dec., - Kutchinotsu 4th Dec., Coals.—Order.

MATHILDE, German steamer, 600, P. Moos, 11th December,—Quinhon 13th December, and Touron 12th, General.—Siemssen & Co.

MEMNON, British steamer, 924, B. Branch, 12th December,—Sandakan 6th Dec., Timber.—Butterfield & Swire.

MOLDAVA, British steamer, 1,446, J. Burnside, 11th Dec.,—Barry Dock 20th Oct., Coals.—Admiralty.

NURNBERG, German steamer, 3,207, H. Walter, 9th December,—Yokohama 30th Nov., Kobe 3rd December, and Nagasaki 5th, Mails and General.—Melchers & Co.

PALLAS, British steamer, 2,102, A. Murray, 10th December,—Moji 5th Dec., Coals—Mitsui Bishi Kaisha.

PRAVA, 130, Captain MacIsaac.—Hongkong Government Tender.

RIVERSDALE, British steamer, 1,311, Ed. Peck, 11th December,—Moji 5th Dec., Coals.—Jardine, Matheson & Co.

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 12th Dec.,—Manila 7th Dec., and Amoy 11th, Sugar and General.—Butterfield & Swire.

TAISANG, British steamer, 1,595, H. W. Hogg, 12th December,—Canton 12th December, General.—Jardine, Matheson & Co.

THALES, British steamer, 820, H. Bathurst, 12th Dec.,—Taiwanfoo 8th Dec., Amoy 10th, and Swatow 11th, General.—D. Lapraik & Co.

TRIUMPH, German steamer, 675, J. Lruhn, 9th Dec.,—Haiphong 6th Dec., and Hoihow 8th, General.—Siemssen & Co.

WINGSANG, British steamer, 1,517, A. da Si. Croix, 11th Dec.,—Calcutta 24th Nov., Penang 1st December, and Singapore 4th, Opium and General.—Jardine, Matheson & Co.

WOOSUNG, British steamer, 1,109, Binns, 13th December,—Canton 12th Dec., General.—Butterfield & Swire.

ZAFIRO, British steamer, 675, A. W. R. Cobban, 21st Nov.,—Manila 29th Nov., General.—Shewan & Co.

SAILING VESSELS.

AMY TURNER, American barque, 983, Warren, and Oct.,—Honolulu 24th August, Kerosene Oil.—Order.

ATLANTIA, German bark, 693, W. Schneider, 25th Nov.,—Newcastle, N.S.W., 16th Sept., Coals.—Jardine, Matheson & Co.

BAYARD, British bark, 1,319, W. Richards, 7th Dec.,—Kobe 29th Nov., Ballast.—Wieler & Co.

BYLGIA, German barque, 339, Mangelsdorff, 23rd November,—Amoy 7th November, Ballast.—Wieler & Co.

CALEB CURTIS, American schooner, 35, Broke, 5th June,—Yap (Caroline Islands) 29th May, General.—Order.

LUCILE, American ship, 1,329, John Conway, 11th Dec.,—Manila 16th Nov., Ballast.—Order.

OMEGA, British bark, 480, Brown, 29th Nov.,—Callao 30th September, General.—Master.

STANSFIELD, British bark, 640, Clark, 12th Dec.,—Whampoa 11th December, General.—Wieler & Co.

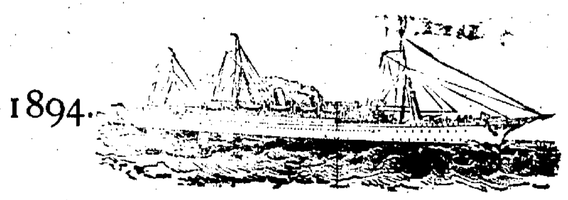
SIERRA MIRANDA, British ship, 1,739, A. McMaster, 29th Nov.,—Cardiff 9th August, Coal.—Government.

TAM O'SHANTER, American ship, 1,502, Thos. Peabody, 1st Dec.,—Kaichiang 23rd Nov., Coals.—Order.

WANDERING JEW, American ship, 1,636, D. C. Hatch, 8th Nov.,—New York 2nd July, Kerosene Oil.—Order.

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd January, '95
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th February, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th November, 1894. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 29th Dec., at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 16th Jan., at Daylight.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 6th Feb., at Daylight.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on SATURDAY, the 29th Dec., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 12th December, 1894. [1

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA

THE OVERLAND RAILWAYS

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama)..	Wednesday, 19th Dec., at Daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 9th Jan., at Daylight.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 26th Jan., at Daylight.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 19th December, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 12th December, 1894. [2

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA, CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1893. [196

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Sole Agents.

Hongkong, 14th June, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Silk	Tuesday	January 1st.
Victoria	Tuesday	January 22nd.
Tacoma	Tuesday	February 26th.
Silk	Tuesday	March 19th.
Victoria	Tuesday	April 9th.

THE Steamship

"SIKH,"

Captain Jas. Rowley, sailing at Noon, on TUESDAY, the 1st January, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th December, 1894. [4

Intimations.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [697

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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DR. I. SAKATA (from Japan),
Mr. SUI SANG,
DENTAL SURGEONS.
53, Queen's Road Central.
First Class Dentistry and Moderate Fees.

Consultation Free.

Hongkong, 9th April, 1894.

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1894. [1014

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [17

"FOR THE BLOOD IS THE LIFE."

CLARKE'S

WORLD-FAMED

BLOOD MIXTURE

THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter, From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

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CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.